

## Meeting Summary of the SANBAG Board of Directors

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### ■ SANBAG to seek federal funds for key corridors, rural, transit projects

Reflecting a new political climate, SANBAG will seek federal appropriations for a focused group of highway corridors, rural projects and transit projects this year. Requests will total \$46 million for 11 projects across San Bernardino County.

This new focused approach will limit requests to three major highway corridors, one rural highway project and five public transit projects. The new approach differs from the strategy used in the past, which involved seeking small amounts of funding for all transportation projects countywide.

The Board of Directors approved the following list of projects to present to local Congressional representatives, which will make appropriations requests for the projects they believe are best for the region. Once the requests are submitted, SANBAG expects to learn which will receive funding this fall. SANBAG-selected projects include:

- I-10 Corridor: Cherry Avenue interchange, \$3 million (Rep. Baca)
- I-15 Corridor: Base Line interchange, \$1.5 million (Rep. Dreier); La Mesa/Nisqualli Road interchange, \$5 million (Reps. Lewis and McKeon); and Eucalyptus Road interchange, \$2 million (Reps. Lewis and McKeon)
- High Desert Corridor, Phase I, \$5 million (Rep. McKeon)
- Needles Highway, \$10 million (Rep. Lewis)
- Omnitrans San Bernardino Rapid Bus Project, \$4 million (Rep. Baca)
- Omnitrans Mid-Valley Transit Facility, Paratransit Phase, \$9 million (Rep. Dreier)
- Metrolink San Bernardino Line Double Track, \$2 million (Rep. Dreier)
- Morongo Basin Transit Authority Transfer Center, \$1.5 million (Rep. Lewis)
- Victor Valley Transit Authority Transit Facility, \$3 million (Rep. McKeon)

### ■ Firm to complete design of Pepper interchange

Board members approved a contract with David Evans & Associates for the final design of the Pepper Avenue interchange with Route 210 in Rialto. The \$330,000 contract will fund the final design and prepare the project to go to bid for construction.

Originally intended to be part of the Route 210 mainline project, the Pepper Avenue interchange was contingent upon the City of Rialto's extension of the street from its current end-point near Base Line Road. Because of concerns by the Federal Highway Administration that the freeway ramps at Pepper would be built before the street was extended, the interchange was removed from the freeway project and slated to be built at a future date when the street was extended.

Rialto has made significant progress toward the street extension, so SANBAG will complete the interchange design and bid package to prepare for construction.

### ■ SANBAG to appeal SCAG housing methodology

Board members voted to appeal methods used by the Southern California Association of Governments to calculate housing vacancy rates and their application to affordable housing in the region.

Members argued that the SCAG approach would place an unfair burden on cities like San Bernardino with high numbers of vacant affordable housing units by requiring these cities to provide new housing units, rather than rehabilitating existing housing stock.

### SANBAG February Travel Tip . . .

The weather may be warm now, but colder days are right around the corner. SANBAG reminds drivers to be careful during rainy, icy or snowy road conditions. Be sure your car is properly maintained, allow extra travel time, watch for snow chain advisories, hang up your cell phone and keep your eyes on the road.



### Down the road . . .

- Feb. 14: Administrative Committee, 9 a.m.
- Feb. 15: Major Projects Committee, 9 a.m.
- Feb. 16: Mountain-Desert Committee (at Southern California Logistics Airport this month only), 9 a.m.
- Feb. 21: Plans & Programs Committee, 1 p.m.
- Feb. 28: California Transportation Commission meeting, Irvine

## SANBAG gears up for State Street project

### Construction to start soon on railroad grade separation in SB

Lengthy waits at the intersection of State Street/University Parkway, Cajon Boulevard and the Burlington Northern Santa Fe railroad tracks in San Bernardino will be a thing of the past, thanks to a bridge that will be built over the tracks to separate local traffic from trains. Construction is expected to start late this spring or this summer.

Funded by the state Traffic Congestion Relief Program, which later was combined with Proposition 42, the State Street/University Parkway project is the first grade separation to start construction among five that were approved for funding in July 2000. State budget problems delayed funding for several years, but work finally is set to begin.

This month's edition of *Street Smart* provides an overview of the State Street/University Parkway project and future grade separation projects.



Vehicles queue up on State Street/University Parkway in San Bernardino as they wait for trains to pass. A new bridge over the railroad tracks will eliminate this traffic delay.

#### Project Need, Features

Motorists regularly face long waits at the State Street/University Parkway at-grade railroad crossing, located partially in the City of San Bernardino and partially in the County of San Bernardino. The new bridge over the railroad tracks will eliminate this traffic delay and provide two travel lanes, a bicycle lane and a sidewalk in each direction, plus a center turn lane. The street also will be realigned to the east of its current location at the BNSF track crossing.

Local street improvements also are part of the project. Nolan Street and Short Street will be realigned where they intersect State Street. Traffic signals will be added at both of these intersections.

#### Estimated Schedule, Cost

SANBAG is completing right-of-way acquisition for the project and is preparing to begin advertising for construction bids. The Board of Directors likely will be asked to award a construction contract in April, with work likely to start in May or June and to last about two years. A public information meeting is planned for this spring, prior to the start of construction.

Funding will be provided mainly through the state's Traffic Congestion Relief Program, with a contribution from BNSF Railroad. The total estimated cost of the project is approximately \$28 million, including design, right-of-way acquisition and construction. SANBAG has been the lead agency for design and right-of-way work and will continue to serve as the lead once the project enters construction.

#### Future Grade Separation Projects

SANBAG has identified a number of other high priority grade separations along the Alameda Corridor East, the main artery for freight movement from the Ports of Los Angeles and Long Beach. These include:

- **Ramona Avenue, Montclair** — This grade separation will build a bridge over the Union Pacific railroad tracks in Montclair. Construction may begin later this spring and last about 18 months, with Montclair serving as the lead. The total estimated project cost is \$20 million.
- **Hunts Lane, San Bernardino/Colton** — Work on this bridge over the UP tracks at San Bernardino/Colton likely will start in early 2009. SANBAG will be the lead for this work, which will take 16 to 18 months. The total project cost is about \$25 million.
- **Monte Vista Avenue, Montclair** — Once the Ramona project is complete, likely by late 2009, work will begin on this bridge over the Union Pacific tracks in Montclair. This \$30 million project will take about 18 months to build. Montclair will be the lead agency.
- **Milliken Avenue, Ontario** — This project will elevate the railroad tracks over Milliken Avenue in Ontario. The project is under design now and will require update environmental clearance and funding for this \$41 million project.
- **Lenwood Avenue, near Barstow** — Located just outside Barstow, this project will build a bridge over the BNSF and UP tracks. Project development is underway for this \$23 million effort.

#### Colton Crossing

In addition to street-to-railroad grade separations, SANBAG is preparing to start preliminary engineering and environmental clearance for the separation of railroad tracks at the Colton Crossing. This location marks where the BNSF and UP tracks intersect, creating a nationally significant freight movement bottleneck.

SANBAG plans to award an estimated \$2.2 million, 24-month contract for this work in April. Funding for the future construction of this railroad-to-railroad grade separation has not been secured. The approximate price tag is \$150 million.